

1948  
Box 1



MINISTRY OF TRANSPORT

SUMMARY TABLE OF STATISTICAL RETURNS

OF

RAILWAYS

OF

GREAT BRITAIN

1947

LONDON: HIS MAJESTY'S STATIONERY OFFICE

1948

SIXPENCE NET



## RAILWAYS OF GREAT BRITAIN

(including Railways of the London Passenger Transport Board)

1947

The statistics in these summary tables are similar to those published on pages 20-25 of the Railway Returns issued by the Ministry of Transport in July, 1939, with certain variations consequent on the altered conditions during the war period. Owing to the suspension of the usual Ministry of Transport statistics in 1939, details for the years 1943 and 1945-47 are partly estimated. Where these are not on a basis strictly comparable with those of 1938 the latter have been adjusted as necessary. In many cases the statistics for 1943 and 1945-47 relate to the main line companies only, but where minor railways are included an estimate has been produced in respect thereof on the basis of the 1938 Returns.

Separate tables are given for the London Passenger Transport Board.

**Statistics and Shipping Intelligence Division**  
**Ministry of Transport**  
**September, 1948**

**NOTES**

1. **Lines open for traffic.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways. The publication of separate figures for railway companies and the London Passenger Transport Board results in duplication in respect of:—

- (a) lines owned by the Board but leased to, or worked by, the railway companies,
- (b) lines owned by the railway companies but leased to and worked by the Board.

2. **Locomotives.** An estimate is included for the minor railways. In order to obtain the total of "operating stock" account has been taken of rolling stock loaned to and by the railway companies, the Service Departments, the Ministry of Supply, etc.

Departmental locomotives are as shown in Statistical Return II E of the annual Railway Returns and are used exclusively for work in connection with maintenance, fuelling, repair, supervision, etc., as defined in accordance with Section 77 of the Railways Act, 1921. This work is known as "Service Departmental" and is included in items 17 and 23.

3. **Rail motor vehicles.** An estimate is included for the minor railways. Rail motors are self-propelled vehicles.

4. **Coaching vehicles.** In order to obtain the total of "operating stock" account has been taken of rolling stock loaned to and by the railway companies.

5. **Merchandise and mineral vehicles owned.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways. From 1939 large numbers of 12-ton wagons were up-plated to 13 tons and a new heading relating to the changed capacity is now given separately. Information is incorporated in respect of wagons on loan to Service Departments.

The large increase in the number of wagons under or awaiting repair during and since the war is due to the intensive use of the wagons, the increased average age and the shortage of skilled labour and materials.

6. **Tonnage capacity of wagons.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways.

8. **Service rolling stock.** These vehicles are used exclusively for Departmental purposes. The figures correspond to Service Rolling Stock of Return II E of the Railway Returns (other than locomotives) and include ballast wagons, ballast brake vans, coal, ash and sand wagons, timber trucks, travelling cranes, etc.

9 and 9a. **Requisitioned private owners' wagons.** Most of the privately owned wagons in Great Britain were requisitioned in September, 1939, and the statistics have been provided by the Railway Clearing House.

10. **Non-requisitioned private owners' wagons.** The statistics have been prepared from Railway Clearing House records.

11. **Miscellaneous property—road vehicles.** The figures have been prepared as for Statistical Return III of the annual Railway Returns.

00609128

**12 and 13. Horses for road vehicles and for shunting.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways.

**15. Docks, harbours and wharves.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways.

**16. Maintenance of way and works.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways. The figures have been compiled as for Statistical Return X of the annual Railway Returns.

The large reductions in the quantities of materials used and miles of track renewed give an indication of the arrears of track maintenance resulting from the shortage of labour and materials during and after the war.

**17. Engine miles.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways. The figures have been compiled as for Statistical Return XII C of the annual Railway Returns.

Departmental miles are those miles run for departmental purposes (e.g. maintenance, repair, fuelling, inspection, etc.) by traffic locomotives. "Service departmental" miles are those run by locomotives kept exclusively for departmental purposes. See note to item 2.

**18. Passenger traffic—number of passengers originating.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways.

The full analysis of tickets, i.e. "full fare," "monthly return," "excursion" tickets, etc., was not published in the Railway Returns for 1938 and the figures have been taken generally from the monthly published statistics of that year. The heavy increase in journeys under the head of "other descriptions" reflects the increase of travel by Forces at reduced rates.

**Average receipts per passenger journey.** The receipts are affected by the increases in fares and charges since 1938. Passenger fares in the London area were increased by 5 per cent on the 11th June, 1939. On May 1st, 1940, fares were increased by 10 per cent and this percentage was raised to 16½ per cent on the 1st December, 1940 (except workmen's fares and season ticket rates which were left unaltered), to 33½ per cent on 1st July, 1946 (25 per cent in the case of season tickets and workmen's fares) and to 55 per cent on the 1st October, 1947.

**19. Estimated passenger miles.** These figures refer to main line companies only and are based on broad estimates.

Figures of average distances per journey are obtained by dividing the passenger miles under each heading by the corresponding number of passenger journeys.

**20. Freight traffic.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways. The figures appearing in the Railway Returns for 1938 have been increased by the addition of the tonnage of live stock. Free-hauled traffic is excluded.

**Average receipts per ton.** The receipts are affected by the increases in rates and charges since 1938. Freight rates were increased by 10 per cent on 1st May, 1940, and this percentage was raised to 16½ per cent on 1st December, 1940, to 25 per cent on 1st July, 1946 and to 55 per cent on 1st October, 1947.

**21. Estimated net ton miles.** The figures are for main line companies only and include free-hauled traffic. The 1938 figures covered the traffic originating or passing over the railways, the loaded wagon miles used in the compilation being multiplied by the average loads of forwarded and received wagons. After 1939 statistics of net ton miles were not compiled and the estimates for later years have been obtained by a shortened method.

The average receipts per ton mile have been affected by the increases in rates and charges mentioned in item 20, and also influenced to some extent by the inclusion of free-hauled net ton miles, which were excluded in 1938. (Separate figures of free-hauled net ton miles are not available since 1939.)

**22. Average wagon load at starting point.** Since 1938 the figures relate to main line companies only. The inclusion of the minor railways does not materially affect the result and the 1938 figures for Great Britain have been used for comparison without adjustment.

**23. Engine hours in traffic.** Since 1938 actual figures for the main line companies have been used and estimates for the minor railways. See also notes to items 2 and 17.

**24. Train miles per hour.** Since 1938 the figures are for the main line companies only. The exclusion of minor railways does not materially affect the result and the 1938 figures for Great Britain have been used for comparison without adjustment.

26. **Wagons forwarded loaded.** The figures were prepared by the Freight Rolling Stock Control Committee of the Railway Executive Committee.

27. **Coal consumption.** The increased consumption per engine mile since 1938 is mainly due to the reduced coaching mileage and hours with increased freight mileage and hours, the substitution of poorer quality coal and the retention of locomotives which have exceeded their normal life. Separate figures for coal consumption in freight and passenger services are not available since 1938.

28. **Electrical working.** The train miles are those worked by electric traction.

---

#### London Passenger Transport Board

Summary Tables of statistics of the London Passenger Transport Board are given separately.

UNIVERSITY COLLEGE,  
SOUTHAMPTON.

LIBRARY

.....F.C.D.S.R.  
.....03347.....

## Summary Tables of Statistical Returns of Railways of Great Britain.

Excluding London Passenger Transport Board (except item No. 28) and  
Manchester Ship Canal Company.

Particulars	Unit	1938	1943	1945	1946	1947
<b>1. Mileage of Lines:—</b>						
<i>Lines open for traffic:</i>						
Length of Road—First Track .. ..	Miles	20,007	19,890	19,863	19,861	19,853
Total Miles of Running Lines (reduced to Single Track) .. ..	"	36,740	36,614	36,579	36,797	36,791
Sidings (reduced to Single Track) ..	"	15,617	15,996	15,563	15,615	15,801
Total of Single Track, inc. Sidings ..	"	52,357	52,210	52,142	52,612	52,592
<b>2. Locomotives:—</b>						
<i>Traffic Locomotives:—</i>						
<i>Steam Tender Locomotives:</i>						
4 coupled driving wheels .. ..	No.	2,230	2,069	1,968	1,874	1,709
6 .. ..	"	7,572	8,079	8,225	8,280	8,371
8 or 10 coupled driving wheels .. ..	"	1,778	2,017	2,240	2,441	2,422
Total .. ..	"	11,880	12,165	12,433	12,595	12,502
<i>Steam Tank Locomotives:</i>						
4 coupled driving wheels .. ..	No.	1,826	1,728	1,661	1,582	1,496
6 .. ..	"	5,664	5,746	5,754	5,645	5,806
8 .. ..	"	276	291	292	280	275
Total .. ..	"	7,766	7,765	7,707	7,707	7,577
Steam Locomotives, Grand Total ..	"	19,646	19,930	20,140	20,302	20,079
Steam Locomotives—Empty Weight Average per Locomotive .. ..	Tons	981,122	1,012,112	1,031,958	1,049,405	1,046,140
Electric Locomotives .. ..	No.	49	30	51	51	51
Petrol, Oil and Oil Electric Locomotives ..	No.	13	15	16	16	16
	"	43	50	52	52	57
<i>All Locomotives:</i>						
Total owned .. ..	"	19,702	19,995	20,208	20,370	20,152
Loans, etc. (Net + or -) .. ..	"	- 36	+ 616	+ 71	- 9	+ 335
Operating Stock .. ..	"	19,666	20,611	20,279	20,361	20,507
Under or awaiting repair at end of year ..	"	3,509	3,799	3,882	4,370	3,987
Available .. ..	"	16,157	16,812	16,397	15,991	16,520
Locomotives, etc., used exclusively for Departmental purposes .. ..	"	60	54	54	53	52
<b>3. Rail Motor Vehicles:—</b>						
<i>Electric—Passenger-Carrying</i> .. ..	No.	1,986	2,201	2,231	2,263	2,269
Seats .. ..	No.	133,155	146,145	147,891	150,653	151,154
Other than Electric—Passenger-Carrying ..	No.	126	114	81	61	54
Seats .. ..	No.	6,979	6,141	4,199	3,009	2,599
<i>Electric—Non-Passenger-Carrying</i> .. ..	No.	5	3	3	3	3
<b>4. Coaching Vehicles:—</b>						
<i>Passenger Carriages:</i>						
Steam Stock, excluding Sleeping Cars ..	No.	38,867	36,847	36,163	35,921	35,783
Seats .. ..	No.	2,254,721	2,164,461	2,127,901	2,107,700	2,094,464
Electric Stock .. ..	No.	2,133	2,199	2,214	2,242	2,286
Seats .. ..	No.	158,545	165,863	169,114	173,245	181,357
Sleeping Cars .. ..	No.	380	370	369	369	369
Berths .. ..	No.	7,406	7,358	7,346	7,350	7,317
Total Passenger-Carrying Vehicles, including Rail Motors .. ..	No.	43,492	41,731	41,058	40,856	40,761
Seats or Berths .. ..	No.	2,560,806	2,489,968	2,456,631	2,441,937	2,436,901
Loans .. ..	No.	—	617	—	336	—
Operating Stock .. ..	No.	43,492	41,114	40,387	40,520	40,589
Under or awaiting repair at end of year ..	"	2,699	2,710	4,893	5,444	5,427
Available .. ..	"	40,793	38,404	35,494	35,076	35,162
<i>Other Coaching Vehicles</i> .. ..	No.	18,321	16,380	16,574	16,512	16,181
Loans .. ..	"	—	—	—	—	—
Operating Stock .. ..	"	18,321	16,214	16,401	16,437	16,156
Under or awaiting repair at end of year ..	"	926	997	1,786	2,486	2,091
Available .. ..	"	17,395	15,217	14,615	13,951	14,065
<b>5. Merchandise and Mineral Vehicles owned:—</b>						
<i>Ordinary Wagons:</i>						
*Under 8 tons .. ..	No.	3,438	3,338	2,681	2,324	2,007
8 tons and under 10 tons .. ..	"	36,443	27,734	22,063	18,406	15,353
10 .. ..	"	144,941	131,864	115,970	104,150	95,443
† 12 tons .. ..	"	357,330	180,119	161,482	158,133	155,567
13 .. ..	"	213,603	233,812	239,787	263,127	261,127
14 tons and under 20 tons .. ..	"	18,212	16,708	14,854	18,447	20,556
20 tons and over .. ..	"	34,732	36,142	35,609	35,303	35,125
Total .. ..	"	594,196	609,508	606,471	596,550	587,188
Open Merchandise Wagons .. ..	"	324,952	322,573	319,658	309,960	303,537
Covered Merchandise Wagons .. ..	"	123,418	147,794	149,004	147,855	145,770
Mineral Wagons .. ..	"	146,826	139,141	137,809	138,734	137,881
Total .. ..	"	594,196	609,508	606,471	596,550	587,188
Special Wagons .. ..	"	14,483	16,258	16,472	16,057	16,251
Cattle Trucks .. ..	"	16,154	14,136	12,381	12,206	11,859
Rail and Timber Trucks .. ..	"	23,151	28,447	27,103	25,709	26,063
Brake Vans .. ..	"	13,605	15,212	14,865	14,392	14,270
Total .. ..	"	663,589	683,561	677,892	664,914	655,631
Loans .. ..	"	—	145	96	—	—
Operating Stock .. ..	"	663,589	683,416	677,796	664,904	655,631
Under or awaiting repair at end of year ..	"	18,800	29,114	68,540	71,727	77,594
Available .. ..	"	644,789	654,302	609,256	593,177	578,037
<b>6. Tonnage Capacity of Wagons owned (approximate) (excluding Brake Vans):—</b>						
Total .. ..	Tons	7,807,629	8,388,932	8,437,729	8,354,139	8,295,262
Average per wagon .. ..	"	12.01	12.95	12.73	12.84	12.93

\* Largely consists of Narrow Gauge Railway Wagons.

† Subsequent to 1938 large numbers of 12-ton wagons were up-rated to 13-tons.

§ Excludes wagons hired by G.W.R. under a redemption-hire scheme (see item 9).



Particulars	Unit	1938	1943	1945	1946	1947
<b>7. Containers :—</b>						
Number .. .. .	No.	15,511	17,524	18,684	18,860	19,331
Tonnage Capacity .. .. .	Tons	51,544	59,081	63,996	64,248	65,834
Average per container .. .. .	"	3.52	3.37	3.40	3.41	3.41
<b>8. Service Rolling Stock (excluding Service Locos.) .. .. .</b>	No.	37,701	37,340	36,466	35,914	35,755
<b>9. Requisitioned Private Owners' Wagons :—</b>						
8 tons .. .. .	No.	—	23,190	21,849	19,313	14,001
10 .. .. .	"	—	286,205	264,428	251,930	228,161
12 and 13 tons .. .. .	"	—	272,523	273,938	274,769	275,161
14 and 16 .. .. .	"	—	2,125	5,409	10,291	26,789
15 tons .. .. .	"	—	3,797	3,774	3,771	3,764
*20 tons and over .. .. .	"	—	14,226	15,796	15,748	15,528
Total .. .. .	"	—	582,066	585,194	575,822	563,404
Under or awaiting repair at end of year .. .. .	"	—	28,176	55,746	68,562	77,587
Available .. .. .	"	—	553,890	529,448	507,260	485,817
<b>9a. Tonnage Capacity of Requisitioned Wagons (approx.) :—</b>						
Total .. .. .	Tons	—	6,627,458	6,696,962	6,634,307	6,616,518
Average per wagon .. .. .	"	—	11.39	11.44	11.52	11.74
<b>10. Non-requisitioned Private Owners' Wagons .. .. .</b>	No.	—	26,905	26,046	24,880	24,761
<b>11. Miscellaneous Property :—</b>						
Road Vehicles—						
Parcels and Goods—						
Motors .. .. .	No.	10,428	11,109	11,174	11,341	11,829
Horse Wagons and Carts .. .. .	"	24,953	25,891	25,311	24,935	24,528
Miscellaneous .. .. .	"	4,945	6,518	6,978	7,431	8,164
Passenger—						
Motors .. .. .	"	171	174	181	182	171
Horse-drawn vehicles .. .. .	"	—	—	—	—	—
Total .. .. .	"	40,497	43,692	43,644	43,889	44,692
<b>12. Horses for Road Vehicles .. .. .</b>	No.	11,216	9,552	8,628	9,060	8,453
<b>13. Horses for Shunting .. .. .</b>	"	344	241	264	235	241
<b>14. Canals .. .. .</b>	No.	34	34	34	34	34
Length .. .. .	Miles	992	984	980	976	976
<b>15. Docks, Harbours and Wharves :—</b> (Length of Quay) .. .. .	Feet	508,384	507,594	507,434	507,434	507,434
<b>16. Maintenance of Way and Works :—</b>						
Quantities of Materials Used :—						
Ballast .. .. .	Cu. yds.	1,750,545	1,218,806	1,502,124	1,586,587	1,531,141
Rails .. .. .	Tons	221,618	159,013	170,890	187,764	185,694
Sleepers .. .. .	No.	4,495,852	2,860,575	3,199,072	3,199,401	2,997,461
Miles maintained :—						
Total Running Lines reduced to Single Track .. .. .	Miles	36,558	36,378	36,341	36,323	36,318
Sidings .. .. .	"	14,590	14,516	14,471	14,466	14,459
Miles of Track Renewed .. .. .	"	1,485	1,508	1,122	1,173	1,161
<b>17. Engine Mileage :—</b>						
Train—Coaching .. .. .	Miles (thousands)	287,371	204,198	215,790	236,920	223,267
" Freight .. .. .	"	133,571	156,086	142,469	136,533	131,306
Total .. .. .	"	420,942	360,284	358,259	373,453	354,573
Shunting—Coaching .. .. .	"	17,118	15,388	15,556	15,954	15,842
" Freight .. .. .	"	94,624	111,576	103,908	100,078	97,493
Total .. .. .	"	111,742	126,964	119,464	116,032	113,335
" Other " Miles (Assisting, Light and Departmental, excluding Service Departmental) .. .. .	"	52,948	61,724	60,952	59,232	58,838
Grand Total (excluding Service Departmental) .. .. .	"	585,632	548,772	538,675	548,717	526,746
Grand Total (including Service Departmental) .. .. .	"	586,108	549,283	539,137	549,136	527,147
<b>18. Passenger Traffic :—</b>						
Number of Passengers Originating :—						
Full Fares .. .. .	Journeys (thousands)	77,798	103,808	116,002	106,346	97,511
Monthly Return, Excursion, etc. .. .. .	"	474,510	372,835	405,851	389,459	338,175
Workmen .. .. .	"	245,282	332,557	276,818	257,791	246,062
Other Descriptions .. .. .	"	53,590	227,449	256,881	147,506	88,235
Total .. .. .	"	850,150	1,036,669	1,055,652	901,102	768,888
Season Tickets (on basis of 600 Journeys per annum) .. .. .	"	387,092	297,975	316,142	364,941	370,995
Grand Total .. .. .	"	1,237,242	1,334,644	1,371,794	1,266,043	1,139,883
Average Receipt for Passenger Journey :— (Main Line Companies) .. .. .						
Ordinary .. .. .	s. d.	1 6-47	3 6-20	3 8-70	3 10-40	4 0-82
Workmen .. .. .	"	3-68	5-02	4-49	5-15	5-70
Season Tickets .. .. .	"	9-19	16-15	6-39	6-89	7-66
All Passenger Journeys .. .. .	s. d.	11-38	2 0-65	2 3-63	2 2-45	2 2-07
Per Train Mile .. .. .	"	5 2	14 9	16 0	13 4	13 0

\* Excludes 5,150 Wagons (Year 1938) and 975 Wagons (Year 1943) on hire from G.W.R. under a redemption-hire scheme.

† All passenger travel (including Service travel) except Workmen and Season Ticket.

Particulars	Unit	1938	1943	1945	1946	1947
<b>19. Estimated Passenger Miles —</b>						
(Main Line Companies):						
Ordinary .. .. .	No. (millions)	12,590*	25,613	28,827	22,325	16,136
Workmen .. .. .	"	1,737*	3,015	3,348	2,405	2,588
Season Tickets .. .. .	"	4,706*	3,645	3,673	4,301	4,591
Total .. .. .	"	18,993*	32,273	35,248	29,231	23,015
<i>Average Distance per Journey:—</i>						
(Main Line Companies):						
Ordinary .. .. .	Miles	21-92*	38-89	39-32	36-50	32-21
Workmen .. .. .	"	7-21*	9-46	9-59	9-72	9-73
Season Tickets .. .. .	"	12-45*	12-37	12-34	12-42	12-46
All Journeys .. .. .	"	15-94*	25-40	26-85	23-93	20-84
<b>20. Freight Traffic Tonnage (excluding Free-hauled traffic) —</b>						
Merchandise (Classes 7-21) & Livestock	Tons (thousands)	45,595	81,985	73,519	61,261	54,663
Minerals and Merchandise (Classes 1-6)	"	47,380	62,129	49,792	52,940	52,236
Coal Class .. .. .	"	172,773	156,744	143,133	148,169	150,441
Total .. .. .	"	265,748	300,858	266,444	262,370	257,340
<i>Average Receipt per ton—</i>						
(Main Line Companies):						
Merchandise (Classes 7-21) & Livestock .. .. .	s. d.	18- 2	28- 7	28- 4	27- 9	28- 6
Minerals and Merchandise (Classes 1-6) .. .. .	"	5- 3	7-11	7- 6	7-10	8- 7
Coal Class .. .. .	"	3-11	6- 7	6-10	7- 0	7-10
All Freight .. .. .	"	6- 7	12- 9	12- 9	12- 0	12- 4
Per Train Mile .. .. .	"	13- 2	23-10	23- 3	22- 3	23- 5
<b>21. Net Ton Miles Estimated (including Free-hauled traffic) —</b>						
(Main Line Companies):						
Merchandise (Classes 7-21) and Livestock .. .. .	Ton Miles (millions)	4,980	9,659	8,850	7,349	6,642
Minerals and Merchandise (Classes 1-6) .. .. .	"	3,182	5,356	4,303	4,442	4,278
Coal Class .. .. .	"	8,104	9,343	8,870	8,848	9,270
Total .. .. .	"	16,266	24,358	22,023	20,639	20,190
Per Train Hour (including Assisting and Light) .. .. .	Ton Miles	945-84	952-36	951-32	960-99	967-29
Per Shunting Hour .. .. .	"	839-87	1,096-45	1,063-42	1,034-98	1,039-45
Per Total Engine Hour .. .. .	"	450-43	509-67	502-13	498-20	501-04
Per Train Mile (Train Load in Tons) .. .. .	Tons	121-90	156-30	155-00	151-70	154-33
Per Loaded Wagon Mile (Wagon Load in Tons):						
Merchandise (Classes 7-21) and Livestock .. .. .	"	2-61	3-81	3-80	3-52	3-53
Minerals and Merchandise (Classes 1-6) .. .. .	"	9-77	10-03	10-05	9-89	10-03
Coal Class .. .. .	"	9-78	9-53	9-59	9-70	9-91
All Freight .. .. .	"	5-55	6-01	5-98	5-99	6-23
Per Ton conveyed—(Average length of haul):						
Merchandise (Classes 7-21) and Livestock .. .. .	Miles	107-49	112-45	114-92	114-46	115-84
Minerals and Merchandise (Classes 1-6) .. .. .	"	63-49	79-93	80-13	77-73	75-85
Coal Class .. .. .	"	45-21	55-97	58-11	56-00	57-77
All Freight .. .. .	"	59-00	76-16	77-73	73-88	73-63
<i>Average Receipt per Ton Mile:</i>						
Merchandise (Classes 7-21) and Livestock .. .. .	d.	1-939	2-771	2-695	2-657	2-700
Minerals and Merchandise (Classes 1-6) .. .. .	"	0-906	1-066	1-021	1-101	1-234
Coal Class .. .. .	"	0-978	1-306	1-300	1-362	1-475
All Freight .. .. .	"	1-258	1-835	1-806	1-767	1-827
<b>22. Average Wagon Load at Starting Point —</b>						
(Main Line Companies):						
Merchandise (Classes 7-21) and Livestock .. .. .	Tons	2-99	4-12	4-11	3-82	3-84
Minerals and Merchandise (Classes 1-6) .. .. .	"	9-87	10-49	10-53	10-37	10-51
Coal Class .. .. .	"	10-37	10-34	10-43	10-53	10-75
All Freight .. .. .	"	7-28	7-47	7-44	7-54	7-82
<b>23. Engine Hours "In Traffic" —</b>						
(Main Line Companies):						
Coaching:	Hours (thousands)					
Train Hours .. .. .	"	19,055	15,077	15,568	16,540	15,810
Shunting Hours .. .. .	"	3,421	3,075	3,109	3,189	3,167
"Other" Hours (excluding Departmental) .. .. .	"	1,735	1,683	1,771	1,776	1,706
Total .. .. .	"	24,211	19,835	20,448	21,505	20,683
Freight:						
Train Hours .. .. .	"	14,598	21,345	19,167	17,887	17,343
Shunting Hours .. .. .	"	18,920	22,258	20,769	20,011	19,488
"Other" Hours (excluding Departmental) .. .. .	"	2,619	4,308	4,064	3,695	3,615
Total .. .. .	"	36,137	47,911	44,000	41,593	40,446
Departmental .. .. .	"	2,526	2,669	2,704	2,793	2,955
Grand Total (excluding Service Departmental) .. .. .	"	62,874	70,415	67,152	65,891	64,084
Grand Total (including Service Departmental) .. .. .	"	62,969	70,519	67,246	65,977	64,166

\* September 1938 to August 1939 inclusive.

† All passenger travel (including Service travel) except Workmen and Season Ticket.

§ Subsequent to the year 1938 the receipts include Wagon Hire on heavy mineral and coal class traffic conveyed in private owners' wagons under requisition.

Particulars	Unit	1938	1943	1945	1946	1947
<b>24. Train Miles per Hour :—</b> (Main Line Companies) :						
Coaching .. .. .	Miles	15-08	13-54	13-86	14-32	14-12
Per Train Hour .. .. .	"	11-87	10-28	10-54	10-99	10-78
Freight .. .. .	"	9-15	7-32	7-44	7-64	7-58
Per Train Hour .. .. .	"	3-70	3-26	3-24	3-28	3-25
<b>25. Wagon Miles :—</b>	No. (millions)	3,003	4,052	3,683	3,447	3,242
Loaded .. .. .	"	1,492	1,392	1,257	1,205	1,214
Empty .. .. .	"	4,495	5,444	4,940	4,652	4,456
Total Loaded and Empty .. .. .	"	66-80	74-44	74-56	74-10	72-77
Percentage Loaded .. .. .	%	261-10	212-85	213-40	216-51	213-47
Per Engine Hour : Train (including Assisting and Light)	Wagon miles	237-61	245-05	238-55	233-27	229-40
Shunting .. .. .	"	124-40	113-91	112-64	112-29	110-58
Total Engine Hour .. .. .	"	22-49	26-00	25-92	25-33	24-78
Per Train Mile (Number of wagons per train) :	Wagons	11-18	8-93	8-85	8-86	9-28
Loaded .. .. .	"	33-67	34-93	34-77	34-19	34-06
Empty .. .. .	"	—	—	—	—	—
Total Train Mile .. .. .	"	—	—	—	—	—
<b>26. Number of Wagons Forwarded</b> Loaded :—	No. (thousands)	—	29,303	26,101	25,119	23,015
Merchandise and Other Minerals .. .. .	"	—	349	355	345	267
Livestock .. .. .	"	—	15,416	14,055	14,302	14,267
Coal .. .. .	"	—	45,068	40,511	39,766	37,549
Total .. .. .	"	—	—	—	—	—
<b>27. Coal Consumption :—</b> Steam, Train, Working—Coaching and Freight combined— Per Engine Mile .. .. .	Lbs.	52-50	62-67	64-21	64-31	64-95

## Electrical Working

(including the Railways of the London Passenger Transport Board)

Particulars	Unit	1938	1943	1945	1946	1947
<b>28. Electrical Working :—</b>						
Total Single Track, including Sidings ..	Miles	2,458	2,696	2,697	2,707	2,760
Train Miles :	Miles (thousands)	79,878	62,727	65,706	73,344	74,928
Coaching .. .. .	"	3	45	92	112	108
Freight .. .. .	"	—	—	—	—	—
Total number of low tension units of electricity used .. .. .	L.T. Units (thousands)	1,179,464	1,052,619	1,147,567	1,283,220	1,280,129

## London Passenger Transport Board

(including the Board's ownership proportion of the statistics relating to Joint Line Railways)

Particulars	Unit	1938	1943	1945	1946	1947
<b>Mileage of Routes :—</b>						
Board's Railways open for traffic ..	Route Miles	180	183	183	188	192
Run over by Board's Trains .. .. .	"	204	220	220	226	239
Run over by Board's Buses and Coaches .. .. .	"	2,454	2,566	2,572	2,608	2,622
Run over by Board's Trams .. .. .	"	155	102	102	102	102
Run over by Board's Trolleybuses .. .. .	"	214	255	235	255	255
<b>Mileage of Lines :—</b>						
Total Single Track, including sidings, open for traffic :	Miles	514	520	520	531	538
Railways .. .. .	"	326	213	213	213	213
Trams .. .. .	"	—	—	—	—	—
<b>Passenger Vehicles :—</b>						
Railways—						
Electric stock—	No.	1,562	2,011	1,996	1,997	1,996
Motor vehicles .. .. .	"	1,857	1,713	1,646	1,594	1,594
Carriages .. .. .	"	74	71	71	71	71
Steam stock—	"	—	—	—	—	—
Carriages .. .. .	"	3,493	3,795	3,713	3,662	3,661
Total .. .. .	"	6,358	6,045	6,606	7,027	7,139
Buses and Coaches .. .. .	"	1,519	1,054	1,006	913	871
Trams .. .. .	"	1,200	1,762	1,747	1,747	1,747
Trolleybuses .. .. .	"	—	—	—	—	—
<b>Other Vehicles :—</b>						
Railways .. .. .	"	550	511	509	509	500
Road (including from 1943 onwards, Buses and Coaches used temporarily as Ambulances) .. .. .	"	502	932	759	614	596
<b>Service Miles run by the Board's Vehicles :—</b>						
Railway Train Miles .. .. .	Thousands	31,248	25,672	25,341	27,129	28,897
Car Miles—						
Railways .. .. .	"	171,254	162,660	161,065	175,852	187,314
Buses .. .. .	"	258,379	186,491	206,772	262,604	274,892*
Coaches .. .. .	"	27,768	—	—	15,694	21,835
Trams .. .. .	"	65,873	29,506	28,231	32,079	36,809
Trolleybuses .. .. .	"	45,508	66,365	66,178	74,798	76,297
Total .. .. .	"	568,782	445,122	463,146	561,027	593,145*

\* Including miles run by vehicles hired by the Board.



Particulars	Unit	1938	1943	1945	1946	1947
<b>Passenger Journeys Originating i—</b>						
Railways :						
Ordinary .. .. .	Thousands	327,237	355,549	422,864	434,464	418,328
Workmen .. .. .	"	85,514	72,960	71,559	75,149	76,032
Season Tickets .. .. .	"	81,002	60,860	67,028	79,532	79,194
Total .. .. .	"	493,753	489,369	561,451	589,145	573,554
Buses .. .. .	"	2,181,677	1,960,424	2,009,974	2,486,949	2,518,783
Coaches .. .. .	"	23,486	—	—	17,011	25,281
Trams .. .. .	"	603,893	260,923	260,179	296,886	282,844
Trolleybuses .. .. .	"	471,365	752,594	764,892	889,178	863,078
Grand Total .. .. .	"	3,772,374	3,463,220	3,676,496	4,279,069	4,263,541
<b>Estimated Passenger Miles i—</b>						
Railways .. .. .	Thousands	2,207,062*	2,493,920	2,791,263	3,029,016	3,094,790
Buses .. .. .	"	4,034,202*	4,420,853	4,744,937	5,572,027	5,418,683
Coaches .. .. .	"	297,636*	—	—	242,331	365,334
Trams .. .. .	"	932,603*	581,994	558,122	635,844	590,385
Trolleybuses .. .. .	"	1,196,023*	1,804,516	1,811,313	2,111,283	1,995,554
Total .. .. .	"	8,759,526*	9,301,283	9,905,635	11,590,501	11,464,746
<b>Average Distance per Passenger Journey i—</b>						
Railways .. .. .	Miles	4.705*	5.096	4.972	5.141	5.396
Buses .. .. .	"	1.832*	2.255	2.270	2.241	2.151
Coaches .. .. .	"	12.000*	—	—	14.246	14.451
Trams .. .. .	"	1.888*	2.231	2.145	2.142	2.307
Trolleybuses .. .. .	"	2.003*	2.398	2.368	2.374	2.312
All Journeys .. .. .	"	2.301*	2.686	2.694	2.709	2.689
<b>Average Receipt per Originating Passenger Journey .. .. .</b>						
	d.	1.908	2.529	2.579	2.575	2.678

\* September, 1938 to August, 1939, inclusive.

*Crown Copyright Reserved*

LONDON : PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE

To be purchased directly from H.M. Stationery Office at the following addresses :

York House, Kingsway, London, W.C.2 ; 13a Castle Street, Edinburgh, 2 ;

39-41 King Street, Manchester, 2 ; 1 St. Andrew's Crescent, Cardiff ;

Tower Lane, Bristol, 1 ; 80 Chichester Street, Belfast

OR THROUGH ANY BOOKSELLER

1948

Price Sixpence net